

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB06I

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: GREEN TOWNSHIP CODE# 061-31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 3 / 04

CONTACT: Fred B. Schlimm, Jr. PHONE # (513) 574 - 8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 598-3097 E-MAIL fschlimm@greentwp.org

PROJECT NAME: Monfort Heights Subdivision Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
 (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 544,180.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 777,400.00 FUNDING REQUESTED: \$ 544,180.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 544,180 LOAN ASSISTANCE: \$ _____
 SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
 RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

OFFICE OF NEW BURLINGT
 COUNTY ENGINEER
 2004 SEP 17 PM 2:54

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
 Local Participation _____ %
 OPWC Participation _____ %
 Project Release Date: ____ / ____ / ____
 OPWC Approval: _____

APPROVED FUNDING: \$ _____
 Loan Interest Rate: _____ %
 Loan Term: _____ years
 Maturity Date: _____
 Date Approved: ____ / ____ / ____
 SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ 777.400 .00

Preliminary Design \$.00

Final Design \$.00

Bidding \$.00

Construction Phase \$.00

Additional Engineering Services

\$.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$.00

c.) Construction Costs:

\$ 777.400 .00

d.) Equipment Purchased Directly:

\$.00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$.00

f.) Construction Contingencies:

\$.00

g.) TOTAL ESTIMATED COSTS:

\$ 777.400 .00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$.00	
b.) Local Revenues	\$ 233.220 .00	30%
c.) Other Public Revenues	\$.00	
ODOT	\$.00	
Rural Development	\$.00	
OEPA	\$.00	
OWDA	\$.00	
CDBG	\$.00	
OTHER _____	\$.00	
SUBTOTAL LOCAL RESOURCES:	\$ 233.220 .00	
d.) OPWC Funds		
1. Grant	\$ 544.180 .00	70%
2. Loan	\$.00	
3. Loan Assistance	\$.00	
SUBTOTAL OPWC RESOURCES:	\$ 544.180 .00	
e.) TOTAL FINANCIAL RESOURCES:	\$ 777.400 .00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Monfort Heights Subdivision Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Audro Drive –West Fork Rd. to Epley Rd.

Robroy Drive –Audro Dr. to terminus

Epley Road –Cheviot Rd. to terminus

Silverpointe Drive –Epley Rd. to terminus

PROJECT ZIP CODE: 45247

B: PROJECT COMPONENTS:

SEE ATTACHED

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Audro Drive – 2 lanes, 25' pavement width, 975' in length

Robroy Drive – 2 lanes, 25' pavement width, 410' in length

Epley Road – 2 lanes, 20' pavement width, 1480' in length

Silverpointe Drive – 2 lanes, 24' pavement width, 1035' in length

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 5430 Year: 2004 Projected ADT: 6000 Year: 2010

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

PROJECT COMPONENTS

Audio Drive- Remove existing pavement to sub-grade. Undercut and repair sub-grade. Rebuild catch basins and install under drain to collect water seepage in the area between West Fork Road and Robroy Drive and any other areas identified in being in need. Install geo-grid fabric, 13" crushed stone, overlay with 8" asphalt, install vertical curb.

Robroy Drive- Grind existing asphalt surface course. Total replacement of concrete curb. Crack & seat concrete pavement to create new road base. Full repair of sub-grade as necessary. Installation of 3"- 5" asphalt pavement.

Epley Road- Epley Road to Green Township Senior Center driveway to be rehabilitated. Grind 3" asphalt surface and removal of existing asphalt curb. Full depth repair of pavement base as required. Rebuild catch basins and install under drain along north side of roadway. Install vertical curb, repave with 3" - 4" asphalt. From Senior Center driveway west to terminus the pavement will be reconstructed. This will include widening to meet the width of existing roadway and the construction of a standard cul-de-sac at the now unimproved terminus. Construction of storm sewer will also take place.

Silverpoint Drive- Grind 3" asphalt surface and removal of existing asphalt curb. Full depth repair of pavement base as required. Rebuild catch basins and install under drain as necessary. Install vertical curb, repave with 3" - 4" asphalt.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 777,400 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____ .00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>1 / 3 / 05</u>	<u>4 / 30 / 05</u>
4.2 Bid Advertisement and Award:	<u>5 / 1 / 05</u>	<u>6 / 15 / 05</u>
4.3 Construction:	<u>7 / 5 / 05</u>	<u>12 / 31 / 05</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE Kevin Celarek

OFFICER

TITLE

Administrator

STREET

6303 Harrison Avenue

CITY/ZIP

Cincinnati, Ohio 45247

PHONE

(513) 574-4848

FAX

(513) 574-6260

E-MAIL

5.2 CHIEF FINANCIAL Thomas Straus

OFFICER

TITLE

Clerk

STREET

6303 Harrison Avenue

CITY/ZIP

Cincinnati, Ohio 45247

PHONE

(513) 574-4848

FAX

(513) 574-6260

E-MAIL

5.3 PROJECT MANAGER Fred B. Schlimm, Jr.

TITLE

Director of Public Services

STREET

6303 Harrison Avenue

CITY/ZIP

Cincinnati, Ohio 45247

PHONE

(513) 574-8832

FAX

(513) 598-3097

E-MAIL

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Kevin T. Celarek Green Township Administrator

Certifying Representative (Type or Print Name and Title)

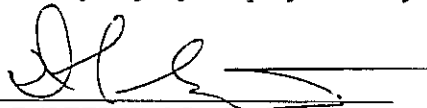
Kevin T. Celarek Sept 17, 2004

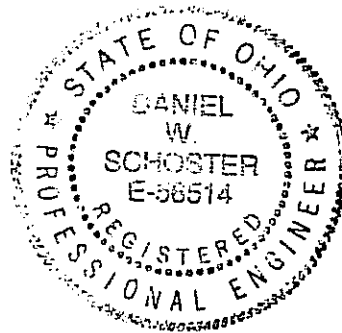
Signature/Date Signed

Audro/Epley/RobRoy/Silverpoint Improvements
Green Township
Engineer's Estimate

DESCRIPTION	UNIT	EST. QUANTITY	UNIT PRICE	TOTAL AMOUNT
Wearing Course Removed	SY	13,200	5.00	66,000.00
Existing Catch Basins Removed	EA	8	350.00	2,800.00
Aggregate Base	CY	1,000	40.00	40,000.00
Full Depth Repair	SY	2,500	42.00	105,000.00
Asphaltic Base Course	CY	300	95.00	28,500.00
Crack & Seal per Specifications	SY	5,000.00	5.00	25,000.00
2.5" Asphalt Concrete Intermediate Course, Type 2	CY	400	95.00	38,000.00
1-1/2" Asphalt Concrete Surface Course, Type 1	CY	600	95.00	57,000.00
12" RCP, Type B, 706.02, Class IV	LF	1,500	80.00	120,000.00
CB SGI with Vane Grate	EA	2	2,500.00	5,000.00
CB DGI with Vane Grate	EA	6	3,100.00	18,600.00
Adjust Storm Sewer Manhole to Grade (brick & mortar)	EA	4	300.00	1,200.00
Adjust Sanitary Sewer Manhole to Grade (brick & mortar)	EA	5	300.00	1,500.00
Concrete Curb, Type 6 (includes Topsoil, seed & mulch)	LF	8,300	15.00	124,500.00
Construction Layout	LS	1	20,000.00	20,000.00
Maintenance of Traffic	LS	1	20,000.00	20,000.00
Sawcutting	LF	3,100	3.00	9,300.00
Undercut (remove & replace)	CY	500	50.00	25,000.00
Contingency Items	LS	1	70,000.00	70,000.00
		Total Est. Cost		\$777,400.00

*I hereby certify this to be an accurate estimate of the proposed project.
The useful life of this project is 20 years.*


DANIEL W. SCHOSTER, P.E.





Administration Offices: 6305 Harrison Avenue • Cincinnati, Ohio 45247-7818

(513) 574-4848 • Fax: (513) 574-6260 • E-mail: admin@greentwp.org • Website: www.greentwp.org

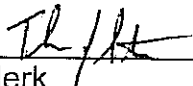
September 10, 2004

STATUS OF FUNDS REPORT

Project: MONFORT HEIGHTS SUBDIVISION IMPROVEMENTS

This is to certify that the sum of \$233,220.00 is available as the local matching funds in connection with the application for the State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Green Township Street Levy Fund. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Thomas J. Straus 
Green Township Clerk
Hamilton County, Ohio



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RESOLUTION #04-0913-B

DIRECTING THE DIRECTOR OF PUBLIC SERVICES TO APPLY FOR
FINANCIAL ASSISTANCE IN 2004 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2004 Ohio Public Works Commission financial assistance through September 17, 2004; and

WHEREAS, the Director of Public Services feels the Monfort Heights Subdivision Improvements Project and Belclare Road Relocation Project will qualify for financial assistance; and

WHEREAS, the Director of Public Services prepared the following project construction cost estimates:

<u>PROJECT NAME & STREET INCLUDED</u>	<u>EST. TWP. COST \$</u>	<u>EST. GRANT COST \$</u>	<u>EST. TOTAL COST \$</u>
Monfort Heights Subdivision Improve- ments (Audro Drive, Robroy Drive, Epley Road, Silverpoint Drive	\$233,220.00	\$544,180.00	\$777,400.00
Belclare Road Relocation Project	\$151,900.00	\$151,900.00	\$303,800.00

WHEREAS, Ohio Revised Code 5571.01 gives the Township Trustees authority to construct, reconstruct, resurface or improve any public road or part thereof under their jurisdiction; and

WHEREAS, Audro Drive, Robroy Drive, Epley Road, Silverpoint Drive and Belclare Road are a part of the Township Road System under the jurisdiction of this Board of Trustees.

NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Director of Public Services to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of \$544,180.00 for the Monfort Heights Improvements Project and \$151,900.00 for the Belclare Road Relocation Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 13th day of September, 2004.


Mr. Grote Yes

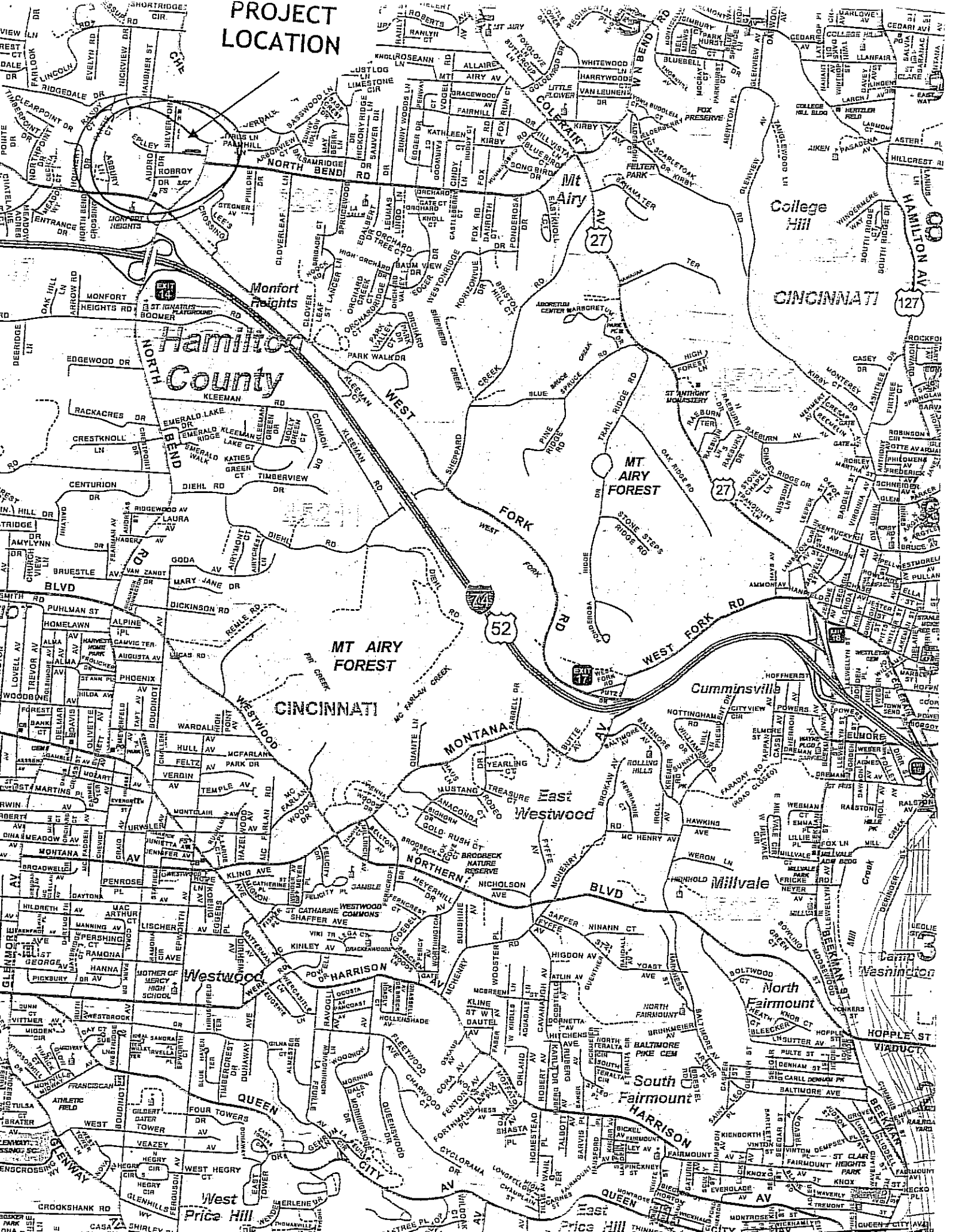
Mr. Mitchell Yes

Mr. Upton Yes

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 13th day of September, 2004.


Thomas J. Straus
Green Township Clerk
Hamilton County, Ohio





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(513) 574-4848 • Fax: (513) 574-6260 • E-mail: admin@greentwp.org • Website: www.greentwp.org

September 17, 2004

OPWC District 2 Integrating Committee
Hamilton County Engineer
138 East Court Street
Room 700
Cincinnati, OH 45202

RE: Monfort Heights Subdivision Improvements

Dear Committee:

With the exception of the redevelopment of existing commercial properties in the North Bend/Cheviot corridor, there are few opportunities for new commercial development in the vicinity of the North Bend Road/I-74 interchange area. The widening of the western portion of Epley Road and construction of an improved cul-de-sac terminus will facilitate one such project. The Township is currently in negotiations with Triton Services for the sale of Township property located at the western end of Epley Road. Triton Services, in conjunction with a local nursing home operator, is proposing construction of a 60 to 80-bed nursing home and assisted living facility on an approximately 12-acre site at the end of Epley Road. The facility will also provide a permanent home for Community Services West, the local senior citizens services support agency serving Western Hamilton County. Community Services West operations are currently housed in multiple locations and the proposed project would consolidate their administrative and outreach operations and permit them to expand their services to include an adult daycare operation to be housed in the next facility.

The Green Township Senior Center is located adjacent to the project location, the proximity of the Senior Center, incorporation of Community Services West, and construction of a nursing facility in northeast Green Township. This will represent the convergence of compatible public and private resources rarely seen in any community. This is truly a unique opportunity for Green Township. The project will employ upwards of 100 full and part-time employees significantly adding to local employment. The viability of this project is, in large part, based on the access the property has to local and regional transportation facilities. The improvement of Epley Road is a critical element to ensure safe ingress and egress to the site for occupants, visitors, daily clients and emergency personnel and equipment.

Sincerely,

Adam Goetzman
Green Township Development Director

GREEN TOWNSHIP SENIOR CITIZEN ACTIVITIES, INC.

**7620 Epley Lane
Cincinnati, OH 45247**

Mr. Fred Schlimm Jr.
Director of Public Services
6303 Harrison Avenue
Cincinnati, OH 45247

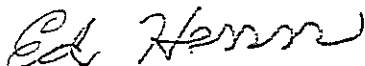
August 13, 2004

Dear Fred:

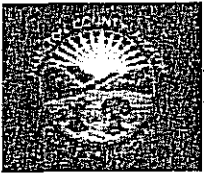
Green Township Senior Center is located at the intersection of Audro and Epley Lane. We have 1200 members and these streets are utilized daily by our members.

The pavement on these streets is in bad shape and needs to be resurfaced. The pavement also retains water and in winter these streets become icy and dangerous.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ed Henn".

Ed Henn, President



Dusty Rhodes, Hamilton County Auditor

Search By Map...

Search By

Parcel ID
Owner
Street Address
Sales
Map

[Printable List](#)

Click Map To:

Zoom In

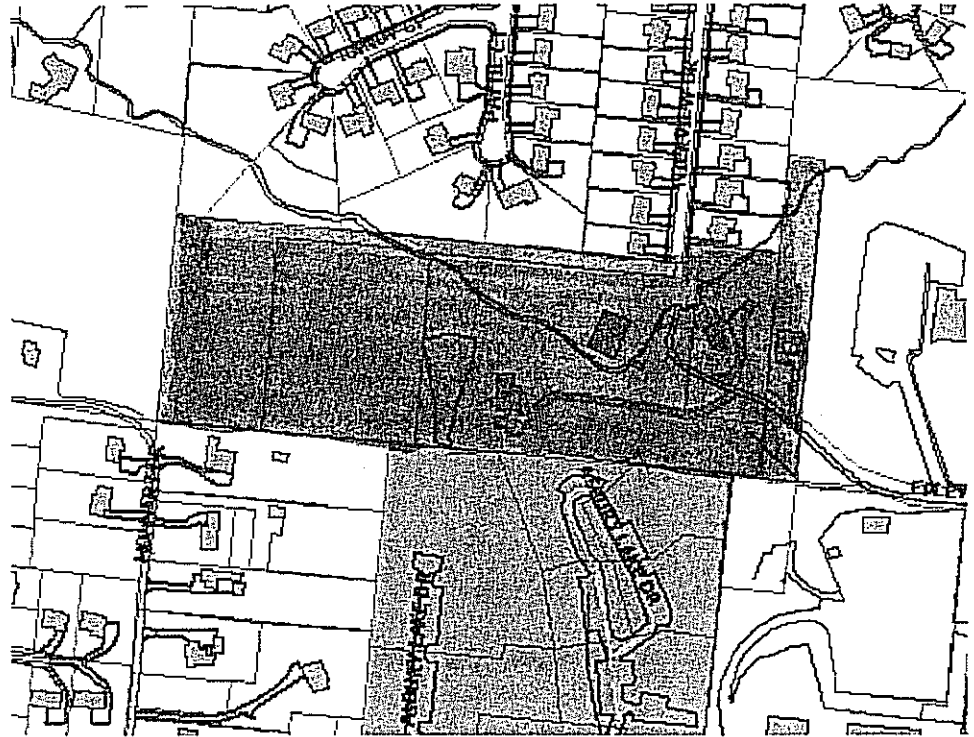
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1x

Scale: 1:4,379

Map Layers:

- ☒ Rivers
- ☒ Stream
- ☒ Buildings
- ☒ Condos
- ☒ Parcels
- ☒ Fence
- ☐ Class2 Roads
- ☒ Class1 Roads
- ☒ Streets
- ☒ Driveways
- ☒ Parking
- ☒ Sidewalk
- ☒ Pavement



Nursing home / assisted living facility property highlighted in blue



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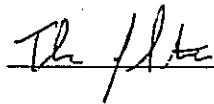
September 10, 2004

CERTIFICATION OF TRAFFIC COUNT

PROJECT: MONFORT HEIGHTS SUBDIVISION IMPROVEMENTS

This document will serve as certification that the traffic counts provided in the SCIP application for the above referenced project are accurate. Traffic counts were conducted by personnel of the Green Township Department of Public Services in the summer of 2004.

Thomas J. Straus
Green Township Clerk



ADDITIONAL SUPPORT INFORMATION

What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Audio Drive-

Original concrete pavement is 50+ years old. Asphalt surface course 20+ years old. No salvageable curb remains. Water seepage in the area between West Fork Road and Robroy Drive has caused numerous base failures, pavement problems, and icing conditions in the winter. The original concrete pavement has failed rendering it useless as a road base so we cannot employ the crack & seat method of repair for this street.

Robroy Drive-

Original concrete pavement is 45+ years old. Asphalt surface course 12+ years old. Little salvageable curb remains. Majority of joints in original concrete pavement have failed and numerous base failures are present.

Epley Road-

Original asphalt pavement is 50+ years old. Surface course has failed and numerous base failures are present. Asphalt curb has failed. Natural springs exist alongside the pavement in the area of house numbers 3546 & 3586 which have contributed to pavement problems in these areas and icing conditions in the winter. Beyond the driveway for the Senior Center, west of Audio Drive, the roadway is an unimproved single-lane asphalt pavement with no curb or storm water system in place. This has led to the erosion of pavement edges and washed out areas of pavement. No cul-de-sac or other means of turning around vehicles is present. There is no delineation between the publicly accepted roadway and where Epley turns into a private driveway.

Silverpoint Drive-

Original asphalt pavement is 50+ years old. Asphalt curb has failed. Slurry seal installed some 10 years ago failed as well. Numerous base failures present.

How important is the project to the safety of the public and the citizens of the District?

Numerous safety hazards will be eliminated with completion of this project.

(1) Water contributes too many safety problems in this subdivision, most namely on Audio and Epley Drives. Icing conditions are the main source of problems at or near the intersection of Audio and West Fork, Epley at Audio, and house numbers 3546 & 3586 Epley. Water stands in the pavement of Audio near its intersection West Fork after heavy rains posing a hydroplaning threat. Water covers the unimproved portion of Epley during heavy rain events and is

eroding the road's edge. The installation of storm sewer in this area will alleviate these problems. (2) Three private residences are to be found off Epley Road west of Audro. Emergency vehicles have much difficulty traveling this unimproved portion of Epley and large rescue equipment cannot make the turn into the first residence past the Senior Center driveway, 3666 Epley. Snow removal is difficult and in heavy snow residents at the end of Epley must shovel out snow deposited by snow plows where the public portion of Epley becomes a private drive. In recent years this has been a problem at least a half dozen times per year and necessitated our having to assign personnel to assist in clearing this area of snow. This condition also impedes the progress of emergency units to the residences beyond this point. The installation of a standard cul-de-sac will alleviate these problems. (3) Cincinnati Water Works will be extending the water main into the new cul-de-sac and Green Township will be funding the installation of an additional fire hydrant at this point to enhance the ability of fire fighting efforts for residents and the proposed new development. At present, the closest fire hydrant is located 500' from the driveways to private residences at the end of Epley Road.

Economic Growth - How will the completed project enhance economic growth?

As discussed in a letter from Green Township Development Director Adam Goetzman, included in this application, a developer (Triton Services Inc.) is working to finalize details for construction of an expansive nursing home/assisted living facility off the western (unimproved) end of Epley Road. The widening of Epley and installation of a standard cul-de-sac are crucial to this plan moving forward. It is estimated that this facility will employ 40 - 50 individuals in both full and part-time positions and will generate an estimated \$50,000.00 - \$70,000.00 in T.I.F. revenue for Green Township and Northwest School District. Please see the letter included in this application for more information. A map demonstrating where the parcels the developer is to construct the nursing facility is also included with the parcels he has already acquired or is in the process of acquiring highlighted in blue.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

PLEASE SEE ATTACHMENT

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

PLEASE SEE ATTACHMENT

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

NO SIGNIFICANT EFFECT

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Monfort Heights Subdivision Improvements

Priority 2 Belclare Road Relocation Project

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

PLEASE SEE ATTACHMENT

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

Epley west of Audro only area affected. Widening of roadway to standard width
will not only work to meet present needs but will meet the future needs generated
by planned nursing facility at end of roadway. Storm sewer construction here
will upgrade to meet present need.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
b.) Are detailed construction plans completed? Yes _____ No X N/A _____
c.) Are all utility coordination's completed? Yes X No _____ N/A _____
d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

*Please note – Green Township owns the residence at 3666 Epley and owns
the area to the south of Epley up to Cinergy property where widening is to
take place.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The Green Township Senior Center is located near the end of Eplev Road. Audro
& Eplev are the only means of accessing this facility which has over 1200 members
from various westside communities.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic:	ADT	<u>5434</u>	X 1.20 =	<u>6520</u>	Users	Audro	2634
						Epley	1675
Water/Sewer:	Homes	_____	X 4.00 =	_____	Users	Silverpoint	400
						Robroy	725

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Street Levy

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006**

NAME OF APPLICANT: Green Twp

NAME OF PROJECT: Mon

RATING TEAM: 4

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- ☒ 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*20 is
a 51st,
No Additional pts.*

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- ☒ 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

Appeal Score

☒ 10 - No
☐ 0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

☒ 5 - The project will permit more development

☐ 0 - The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 – 50% or higher

☒ 8 - 40% to 49.99%

☐ 6 - 30% to 39.99%

☐ 4 - 20% to 29.99%

☐ 2 - 10% to 19.99%

☐ 0 - Less than 10%

30%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

☒ 1 - 1% to 9.99%

☐ 0 - Less than 1%

0%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

☒ 6 - Project design is for current demand.

☐ 4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

☒ 5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17

3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17

0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

☒ 2 - Minimal or No Impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

6520

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

VISIT OUR WEBSITE AT:

<http://www.hamilton-co.org/engineer/SCIP/ltip.htm>